

Abstract

Thanks to the permissible tolerances and arrangement of the adjustable clamping means such as

- 5 clamping blocks 15.1 to 15.8, 30 to 37 / clamping holes and clamping hooks 15.6 / reinforcing rod 17.1d
to the following compound pairs such as
vehicle door 8/ vehicle door 8B, vehicle door / vehicle roof 17, vehicle door / side rail 18, vehicle door / post section(s) and vehicle door / passenger compartment 21,
10 these clamping means are interlocked in the event of arbitrary collision (front-, rear-, side collision and/or rollover or mass accident). To resolve the failure of the prior art the invention achieves
– protection of passengers against ejection from the passenger compartment, intrusion of the vehicle roof and/or of the vehicle doors,
15 – increase of structural stiffness and
– cost saving due to a single construction, manufacturing, testing expenditure, assembly and material supply to pass the EU- and US-Crash Tests.

All the clamping means are suitable for the engagement of tailgate door, sliding side door or cargo door with any vehicle part.

20

OTHER PUBLICATIONS

- /1/ Beitrag zur rechnerunterstützten Auslegung und Dimensionierung von Schraubendruckfedern with beliebigen Kennlinien (Go, Schriftenreihe 81.3, Ruhr-Universität Bochum)
- 5 /2/ Problematik the Auslegung von Schraubendruckfedern unter Berücksichtigung des Abwälzverhaltens (Go, Automobil-Industrie 3/82, pp. 359-367)
- /3/ Zum Schwingungsverhalten von Schraubendruckfedern (Go, ATZ 84 (1982), pp. 223-226)
- 10 /4/ Exzentrische Lagen the Reaktionskräfte bei Schraubendruckfedern (Go, ATZ 86 (1984), pp. 227-232)
- /5/ Programmsystem AOSK zur Verformungs- und Spannungsanalyse einseitig abwälzender, strukturell unsymmetrischer Tonnenfeder (Go, Konstruktion 35 (1983) H.8, pp. 307-312)

15